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European Advertisements.

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1905.
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LONDON, W.
Three minutes' walk from Leinster Hotel.

ELEVATORS SAFER NOW.

Good Record Under New Rules—
More Inspectors Needed.

When Superintendent Isaac A. Hopper, of the
Buildings Bureau, issued a statement in regard
to the safety of passenger elevators last Janu-
ary there was great excitement among elevator
owners. The rules were thought to be unreason-
ably severe. Since these rules have gone into
effect there have been fewer accidents, and
they have been due to carelessness on the part
of the operator. Superintendent Hopper said
yesterday:

Following the establishment of the new rules
regarding the operation and safety of elevators
used in buildings, and against which much opo-
sition was manifested by some manufacturers,
we find, notwithstanding the protests, that an
improved condition of affairs now exists.
For the first five months of this year we have
had no loss of life from elevator accidents, ex-
cept in one or two cases, where gross carelessness
was the cause. This is due to the fact that
while much protesting was done, we know that
each maker of elevators and elevator de-
vices has been actively exerting himself, and
now we have many decided improvements in the
safeguarding of the public.

Until 1902 there were no rules regarding the
installation of elevators, and the loss of life
through elevator accidents was 50 per cent
greater than it is now. Previous to 1902 the
guide rails were of wood, while the present rules
require iron or steel. A safety device was then
employed which ran up and down in the guide
rails, but the failure of this device to work was
the occasion of many accidents. Another rule
specifies that two or more cables, independently
connected, must be used. Folding gates must be
placed on all passenger elevators, and there
must be a clear space of not less than three
feet at the top and bottom of the shaft.

Previous to 1902 there were fourteen inspectors
and one chief inspector of elevators in this
city, while at present there are only eleven in-
spectors and one chief inspector. This means
that six thousand passenger elevators must be
tested by twelve men. The rules of the bureau
require that every elevator be tested once in
three months. Under the present conditions the
inspectors are unable to test each elevator more
than twice in a year. Superintendent Hopper
has applied for a larger force of elevator in-
spectors, and until he receives them he will be
unable to do justice to the public. At least ten
more men are needed in this department. John
J. Boyhan, chief elevator inspector, said:

All the recent accidents have been on elevators
which were in service before the new
rules were adopted. We are gradually weeding
out these oldtimers. Another cause of acci-
dents is the carelessness of the operator. The
rules say he must be at least eighteen years old,
but this is broken repeatedly. It is impossible
for an inspector to obtain evidence, as a com-
petent operator is always on hand when the in-
spector is around. If elevator boys adopted the
plan of the subway and elevated guards of closing
their gates before ringing the bell, there
would be still fewer accidents. We are thinking
of adopting an automatic gate. There are a
dozen safety devices in the market which fulfill
every condition for a reliable elevator, but what
we need is better operators.

VICTIM OF TROLLEY CRASH DEAD.

Twenty Others Injured in Collision at Pough-
keepsie, N. Y.

Poughkeepsie, N. Y., June 23.—Miss Lillian Moore,
of this city, whose skull was fractured when two
cars filled with excursion party were in colli-
sion at Fishkill Landing early today, died several
hours after the accident without regaining con-
sciousness. None of the twenty others who were
injured in the crash are thought to be fatally
hurt. All the injured have been brought to this
city by steamer.

The accident happened half an hour after mid-
night. Both cars were crowded with Poughkeepsie
people, members of a moonlight excursion party,
conducted by the Knights of Temperance of St.
Paul's Church, who were returning from Mount
Reson to their steamboat at Fishkill Landing.
The brakes of one of the cars were out of order,
and the motorman attempted to let the car down
the hill by using the reverse current. He had cov-
ered only a short distance, when the trolley pole
slipped from the wire, the current was interrupted
and the car coasted into another one ahead.

MICHIGAN BANK CLOSES ITS DOORS.
Kalamazoo, Mich., June 23.—The Kalamazoo Ex-
change Bank, of Kalamazoo, twelve miles south of
this city, closed its doors today. The bank is a
private institution and has been in business about
twenty years. It is said that the deposits total
about \$100,000 or \$200,000 and that the assets are
sufficient to meet liabilities. A notice was posted
on the doors of the bank to-day saying that on ac-
count of the illness of the president, E. L. Page,
it was thought advisable to suspend operations
temporarily.

European Advertisements.

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Silks, Dresses, Mantles, Costumes,
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men's Underwear & Hosiery, Men's
& Boys' Clothing, Hats, Boots, etc.
Moderate Prices.
Jas. Shoolbred & Co.,
151 to 162, TOTTENHAM COURT ROAD,
LONDON, W.

TIFFANY & CO.
221 AND 221A REGENT STREET
LONDON
ENGLISH BRANCH OF THE NEW YORK HOUSE
JEWELLERY-PRECIOUS STONES
WATCHES-AND-SILVERWARE
A VISIT IS SOLICITED
NO IMPORTUNITY TO PURCHASE
PARIS
36 AVENUE DE L'OPERA.

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London & Paris.
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and the leading centres of Europe, can offer excep-
tional terms for the transportation of goods to
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IN ONE VAN FROM DOOR TO DOOR.
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BOWLING GREEN VAN CO., 18, BROADWAY.

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For Ladies and Gentlemen.
The most exclusive models
to be found in London.
We number among our
clients many of those who
are recognized as the lead-
ers of Fashion in America
and England.
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AND
TIFFANY'S, 132, Fenchurch St., E. C.

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Groceries & Whiskies.
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172, Piccadilly, London.

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(57, JERMYN STREET)
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FINE AND GOOD KIDS AND SUEDE
WELL KNOWN FROM PICKED SKINS.
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TROUSSEAU, LAYETTES, ROBES
CANNES: PARIS:
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Garage Bob Walter,
83, GRAND ARMEE, PARIS.

LOUIS VUITTON'S
TRUNKS AND BAGS
Always At:
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London Shop Removed to
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All Sizes—All Prices—Nowhere Else

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The most famous restaurant in Europe. The
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"The Last Word" of Modern
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Nearly 100 bathrooms.
A magnificent Royal Suite.

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QUEEN'S HOTEL
BRADFORD
MIDLAND HOTEL
MORECAMBE BAY
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MIDLAND HOTEL

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SHANKLIN'S SHANKLIN HOTEL.
CAMBRIDGE
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WOOLPACK HOTEL
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AYR—STATION HOTEL
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BIRNAM HOTEL, BIRNAM SCOTLAND.
ON THE ROYAL ROUTE TO BRAEMAR.

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Norfolk Street, Embankment, London. Every modern
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Has a Frontage of 300 Feet
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